Summary of Challenger Input
Made Prior to November 30, 1999 Challenger Session

The Administrator's letter of invitation to the Challenger Session also invited to submit in advance of the session their top priorities, their assessment of FAA progress, and the FAA Corporate Projects they considered most important. This document summarizes the Challenger responses.

1. TOP THREE PRIORITIES:

Safety:
- The top priority always has to be safety. (2 Votes)
- General Aviation safety.
- Good safety risk management.
- Apply earlier declaration that rulemaking will be data driven.
- Regulation of aviation by Congressional legislation, rather than rulemaking (i.e., pilots record reporting act and the proposed Passenger Bill of Rights).
- Quality and consistency of FAA principal inspectors, district and regional offices, and national interpretation of regulations and their application.
- Implement modified supplemental type certificate (STC) process that expedites the field approval process at the local FSDO level.
- Implementation of ATOS
- Rescind the "age 60" rule for healthy pilots.
- Work with the cargo industry to develop uniform industry standards for ULD inspections.
- Implementation of proposed rules National Agricultural Aircraft Association (NAAA) submitted to FAA on Part 137
- Implementation of proposed rules NAAA submitted to FAA on Part 23
- Continued industry involvement in the definition of the Reusable Launch Vehicle (RLV) regulatory process. (2)
- Provide guidelines and support in the development of safe aerospacecraft.
- Ensure a streamlined, efficient aerospacecraft licensing process is in place.
- Standardization of commercial space launch range safety requirements.
- Develop a methodology of control and coordination that enables the existing ATC system to assimilate launch, overflight, reentry, and landing of RLVs safely and with minimum perturbation.
- Expedited issuance of the final regulation for RLV licenses.
- Operations and Maintenance requirements for RLV's, especially refurbishment of the Thermal Protection System and possibly rocket throat and nozzle areas.

Security:
- Information Assurance/Security

System Efficiency:
- ATS modernization (3)
  - Especially oceanic
  - But what does it get GA?

- Enhance ATC capability for domestic flights (particularly in the Southwest, for Phoenix TRACON)
- STARS
- Radar Production
- FAA Telecommunications Infrastructure (FTI) Program.
- System/equipment maintenance.
- FAA management and improvement of the ATC system, including airports, and airspace users. (2)
- Structure ATC, ATM to meet the demand of users.
- Improve procedures as much as safely possible to expand the throughput of the commercial aviation system.
- Traffic flow management procedures (improved traffic flow)
- Proceed swiftly to a satellite-based enroute and terminal navigation system.
- GPS/WAAS development
- NEXCOM Multimode Digital Radio/System
- Airport preservation (more emphasis on airports, less on ATC)
- Have "EU" hushkit rule cancelled.
- Increasing the pilot population.
- FAA should actively participate in making the commercial air system more open to competition.
- Fully and efficiently integrate aerospacecraft operations into ATM with minimum disruption.
- Support industry's position on commercial space transportation range requirements – flexibility, low costs.
- Funding for the Space Transportation Infrastructure grant program.

General:
- Processes to effect changes and improvements – especially faster response.
- Strong FAA leadership, v. long drawn out consensus building.
- Funding.
- Cost management.
- Recognition of space launch as a transportation mode/system.

2. FAA PROGRESS:

Safety:
- Good progress, overall, on safety.
- Progress continues to be made in safety, but there is still more that can be done.
- NPRM issued on Expendable Launch Vehicles (ELV's); when will FAA move away from ELVs to safety for all aerospacecraft?

System Efficiency:
- ATS Modernization: Progress has NOT/will NOT be made without more funding.
- Oceanic/ATS modernization promised in 1995, still NOT accomplished.
- Disappointed that Congress prohibited FAA from using the proposed innovative acquisition approach to procure an Oceanic Modernization Service.
- STARS – progress has been made, but delays threaten. Make the case for STARS publicly.
- Generally pleased with FAA progress in Free Flight Phase 1.
- FAA budgets cut for radar production and for WAAS/LAAS development. FAA needs to be more effective with Congress.
- Pleased to see the emphasis FAA has placed on ATC communications modernization.
- Disappointed FAA did not obtain necessary funding to procure NEXCOM as a "System", rather than separate procurements of "System" boxes.
- Some progress on improving procedures to expand throughput of the commercial air system.
- Operational approvals are VERY SLOW.
- No FAA progress on participating in making commercial air service more open to competition.
- The Commercial space transportation community is still complaining about the lack of modern range support systems and the high cost the Air Force charges.
- SATMS should be enlarged to include on-orbit spacecraft control.
- AST needs the processes and resources to enable effective commercial use of space.
- Follow up on Commercial Space Transportation CONOPS – an international forum, a more practical interpretation of export control regulations as they apply to aerospacecraft development and operations.

General:
- FAA generally making little or no progress on the priorities cited above. (2)
- Good progress addressing commercial space priorities; work still required. (2)
- Willingness to move forward with airline concerns. But need standardization and training of inspectors for ATOS.
- Execution during the "front end" of FAA acquisition programs by FAA in a timely and disciplined manner is essential to gain the confidence of industry for maximum participation.
- The FAA still needs to do a better job of having a long term plan to contain or reduce their operation costs.

- If you look at need versus funding the gap keeps getting wider. If this is not resolved, it will be difficult for FAA to do much more than sustain existing systems, which will not be acceptable to their users.

TOP THREE FAA CORPORATE PROJECTS

Safety:
- Space Transport Vehicle Safety (3)
- ATOS
- ASAP
- Safer Skies
- Safer Skies GA: CFIT
- Transition of Oversight Responsibilities at Air Force Launch Sites to FAA.
- Safe Flight 21

Security:
- FAA Information Systems Security Program

System Efficiency:
- National Airspace Redesign (4)
- Host/Oceanic (HOCSR) modernization (3)
- Free Flight (3)
  - Phases 1 & 2.
- GPS/WAAS implementation (3)
- NAS Airport Integration (3)
- Space and Air Traffic Management System (SATMS) (3)
- ATS modernization, including oceanic
- STARS (2)
- NAS ATC Communications modernization (Improve NAS Communications) (2)
  - NEXCOM
- OASIS/DUATS (2)
- Improve Weather Information for the NAS
- NAS Modernization and Systems Integration.